and intricacies in the preparation of an estimate. And after you have gone into that, I am confident that you will not have occasion to complain against the estimates prepared by the Public Works Department.

You refer to the rule in regard to promotion from the upper subordinates to the Sub-Divisional Officers. I think you are labouring under a misapprehension. The Chief Engineer will explain the true position about it if you will kindly go to him.

In regard to promotion and appointment, you advocate the enforcement of a rule that every member of the clerical establishment in the Chief Engineer's office and the Public Works Department should be a B. A. The non-graduates have also to live and get on. If this proposal is carried out, I do not know what the unfortunate non-graduates are to do ; and some class of work is humble enough for the non-graduates too. So do not condemn the non-graduates.

60. Means of communication in the Chirayinkil taluk.

MR. K. P. MARTANDAN VAIDYAN (*Member, Chirayinkil taluk, Group II*) in thanking the Government for the construction of a bridge at Villikadavu, Ayirur, said that the road leading from that place to the Quilon-Paripalli road was in a bad condition and unfit for motor and other wheeled traffic. The length of the road was only three miles and it badly needed metalling.

A new road had been opened starting from the first mile of the Paripalli-Madattura road. There was also another road in the same direction but both the roads were in a bad condition. Besides, a small bridge on the old road was in disrepair. It should be restored and both the roads taken over for departmental maintenance after a local inspection by the Chief Engineer, if necessary.

The necessity for a road from Nilakkamukku to Kayikara *kadavu* and a bridge at the latter place had been urged upon the Government both through the Sri Mulam Popular Assembly and through the Legislative Council. Kayikara was a trade centre for coir, *copra*, fish, etc. The three Government ferry boats at Kayikara and adjacent landings were insufficient for the use of the inhabitants there and unable to cope with the traffic. Many people had to cross and recross the canal in pursuit of their daily avocations in life such as coir-making, fishing in the sea, etc. School-going pupils had also to use the ferry with great inconvenience. Besides, the inhabitants of the western side of the canal had to get good drinking water from the eastern side. In view of the above, a bridge should be constructed soon at Kayikara *kadavu*.

A road from the Sivagiri *mutt* at Varkalai to the English School attached to it was an absolute necessity. The school was only two furlongs away but the cart road leading from the *mutt* to the school was circuitous being about 5 miles in length. It was very inconvenient. The school was one of the chief charitable institutions started by Sri Narayana Guru. The inhabitants of the locality were willing to surrender the lands required for the road free of compensation. The construction of the road should therefore be ordered to be taken up early.

A ryots' road had been constructed in continuation of the Ayirur–Anchumurti temple road and leading to the Paravur-Chirakkara road. But portions of the road were rocky and at the instance of the P. W. Sub-Division Officer, the inhabitants had agreed to a new alignment of the road and also to give up the lands required free of compensation. The work should be started soon.

There was formerly a masonry dam across the Ayirur river near the Anchumurti temple. It was very useful to the agriculturists of the locality and served to irrigate an extent of 600 acres of wet lands. But the dam was in a state of disrepair. It had a length of only 75 feet. It should be restored and made fit for cart traffic. The people were willing to defray one-fourth of the expenditure in connection with work, their share being recovered in ten annual instalments.

DEWAN'S REPLY: The present road to the English School attached to the Sivagiri *mutt* is circuitous. I know the locality and am calling upon the Chief Engineer to prepare an estimate for a new alignment of the road. But the work can be taken up this year only if the expenditure is small.

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The road from Nilakkamukku to Kayikkara *via* Kozhitottam itself would cost Rs. 13,180, and the bridge would seem to require an extra Rs. 5,000 or more. The Chief Engineer will prepare an estimate for the bridge.

The member said that the lands required would be surrendered free of compensation.

DEWAN : The land acquisition is estimated to cost Rs. 9,000.

The Chief Engineer is being consulted about the Ayirur road.

An estimate for the construction of the dam will be obtained and the needful done in the matter.

A sum of Rs. 530 is being spent on the Paripalli road. Another five miles from the Paripalli–Madattura road will be taken over for departmental maintenance.

61. Repairs to Roads and Canals in Quilon.

MR. J. VENU VADHYAR (*Member, Trading Classes, Quilon*) said that, judged from the volume of trade, Quilon was becoming an important centre like Alleppey. The chief business consisted in the receipt and distribution of imported articles like paddy, rice, salt, tobacco, etc., and also the export of coir, *copra*, cocoanut oil, etc. But there were no proper facilities for the landing and transport of exported and imported articles. So far as the water-ways at Quilon were concerned, there were three landing places *viz.*, the Cutcherry *kadavu*, the Kurisummuttu *kadavu* and the Valiapala *kadavu*. Of those, the Cutcherry *kadavu* was more than a mile away from the bazaar. The Kurisummttu landing was being solely used by steam and motor launches for passenger traffic, so that country canoes could not easily load and unload cargoes. Further, there was a steep ascent on the road leading from the landing place to the town. What the traders therefore generally did was to load and unload the boats on an adjoining private land. The owner of that land naturally demanded high rates of rent for the use of his land and very often occasioned delay in the transport of articles and thereby caused loss to traders. The other landing palce, *viz.*, the Valiapala *kadavu* was the one really useful to the merchants. But there were many drawbacks even in respect of that. There were only two places convenient for the loading and unloading of boats, but the canal at those places was very narrow, being only 24 feet in width during the winter season and 12 feet during the summer months of Makaram, Kumbham, Meenam and Medam when trade was busiest. The transport of articles could not therefore be done without a certain amount of delay. On account of such delays, the merchants were put to severe losses by the fluctuations in prices. Further, the road level was about 50 feet from the landing place so that articles could be carried by head-loads only. The member suggested that cart roads should be opened on either bank of the canal from the Big Bridge to the Iron Bridge and parapet walls should be constructed along the banks. An adequate number of wharfs and *jetties* should be built at convenient places between the limits specified above and other facilities too afforded for the transport of goods as the Government deemed proper. Although the same subject had been pressed at previous sessions of the Assembly, nothing had yet been done.

The road on the western side of the Tirumala temple was in a very bad condition. Neither the Public Works Department nor the Municipal Council was attending to its maintenance. Portions of it had been scoured by running water during the rainy season and there were many ruts and the road was quite unfit for pedestrian and wheeled traffic. It should, therefore, be improved without further delay. But if the Government did not find it convenient to do so, the road might be assigned to the Tirumala Devaswom, the authorities of which were willing to do the needful.

DEWAN'S REPLY : Mr. Venu Vadhyar, the question of the road to Kallupala *kadavu* and from there to Kurisumuttu *kadavu* is a matter in which the Government cannot act alone, and they will have to consult the Quilon Municipality ; and I shall undertake to have the Municipality consulted at an early date and see if they can provide adequate facilities for communications.

The member said that the Cutcherry road was not fit for cart traffic.

DEWAN : That matter has already been referred to the Divisional Officer by the Chief Engineer, and they will take up the question.

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